



Ver. 1.0

Evo X Clutch Cylinder Upgrade Kit Installation Guide



The chances are if you are reading this! Your Evo X Clutch master cylinder looks something like this!



They are known to be weak and most will eventually fail especially on tuned Evos with upgraded clutches.

This kit is designed to overcome the issue by replacing this item with the much more robust CT9A clutch cylinder. This kit includes all parts needed for the conversion.

Fitting Guide:

1. Your kit should contain all of the parts shown below:



2. The first job is to remove the brake servo to gain access to the clutch cylinder. This is done by removing the brake master cylinder, (you can leave the brake fluid pipes attached) there is 4 nuts on the back of the servo that need to be accessed from the driver footwell.

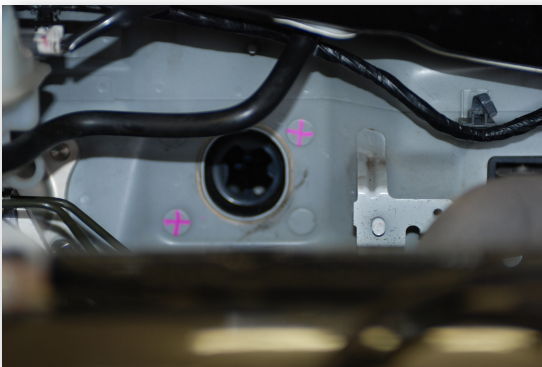
Tip: Servo removal is easier with rocker cover removed. Take care to work clean, if you have the rocker cover removed.

3. Remove the original clutch cylinder - you will need to remove the hydraulic line and flick the ball joint off the peddle.

4. Now you have access to the bulkhead and area around the clutch cylinder mounting point you need to mark and drill out 2 of the original studs. The best way to do this is by accurately marking the centre of the stud, then dot punching the centre. You can then begin drilling the studs from the engine side. Begin with a 2mm drill and work upwards in 1mm increments until you get to 6mm. Once you drill in with the 6mm, the stud should be adequately weakened to be removed from the inside. The stud material is quite soft and easy to drill.

Tip: Have someone on the inside of the car with mole-grips on the stud you are drilling so that when it lets go, it doesn't burn the carpet!

Studs that need to be removed (Looking from front of car):



Recommended drilling tools:

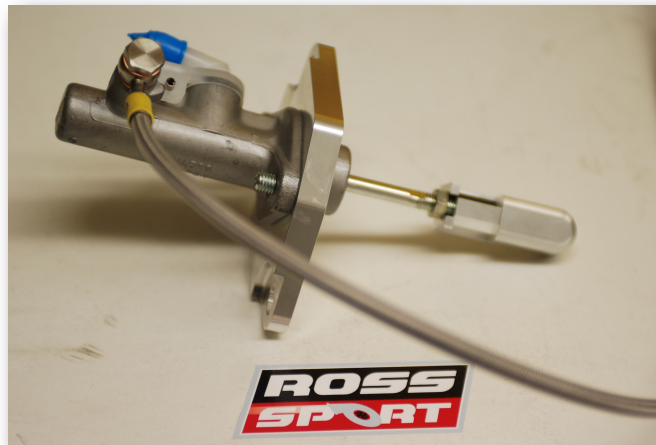


Stud drilled out and removed:



5. The next job is to assemble the new master cylinder and bracket. It is necessary to remove the standard studs from the clutch cylinder and use the cap head bolts provided.

Assembled Master Cylinder Assy:



6. Now that the 2 studs are removed you can mount the new master cylinder assembly with the 2 nuts and bolts provided.



7. Attach the new ball joint cup assembly to the ball on the clutch pedal. Install the hydraulic line provided between the new master cylinder and the slave cylinder. If you have not already removed the OE hard clutch line, this should be done at this point.

8. Refit the brake servo and master cylinder.

9. Bleed the clutch circuit as normal and adjust the rod length to suit

If you have any questions please feel free to call us for fitting support: +44 (0) 1045 580066